

Tomchuk, Doug

From: Tomchuk, Doug
Sent: Friday, November 13, 2015 12:11 PM
To: Prince, John
Subject: RE: Portland Nav Dredging

Thanks.

From: Prince, John
Sent: Friday, November 13, 2015 12:09 PM
To: Tomchuk, Doug <Tomchuk.Doug@epa.gov>
Subject: Re: Portland Nav Dredging

Googled west Hayden leading me a few odd places.

Sent from my iPhone

On Nov 13, 2015, at 11:09 AM, Tomchuk, Doug <Tomchuk.Doug@epa.gov> wrote:

You know, except for the one line in this article, I could not find the info you discussed on the West Hayden Island materials disposal.

doug

From: Prince, John
Sent: Monday, November 09, 2015 2:58 PM
To: Tomchuk, Doug <Tomchuk.Doug@epa.gov>
Subject: RE: Portland Nav Dredging

Oh, that's not important to the remedy....

From: Tomchuk, Doug
Sent: Monday, November 09, 2015 2:03 PM
To: Prince, John <Prince.John@epa.gov>
Subject: Portland Nav Dredging

https://www.portofportland.com/Prj_Mar_DMMP_Home.aspx

Willamette River Dredged Material Management Plan

Current Status

The U.S. Army Corps of Engineers is charged with maintaining the navigation channels of the Willamette and Columbia Rivers. In exercising that responsibility, in 2007 and 2008, the Corps worked on a Dredged Material Management Plan (DMMP) for the Lower Willamette River Navigation Channel (WRNC). The Port of Portland, as non-federal sponsor of the WRNC, participated in that process. The WRNC stretches from the Broadway Bridge in downtown Portland downstream to the Columbia River. The DMMP would outline a 20-year plan for managing all material dredged from this channel to maintain its authorized depth and safe navigation.

In September 2008, the Corps suspended work on the DMMP pending the outcome of the Portland Harbor Superfund site cleanup. The Environmental Protection Agency has overseen studies of the Portland Harbor since it was listed as a Superfund site. A draft Feasibility Study of various cleanup options is expected to be approved in 2015 and will be followed by an environmental impact statement, a cleanup plan and record of decision. Once those milestones are more certain, it is anticipated that the Army Corps will resume work on the Willamette River DMMP.

Historically, the Corps dredged between 500,000 to 750,000 cubic yards of sediment from the Willamette River navigation channels every three to five years. Significant maintenance dredging has not occurred on the Willamette's navigation channel since 1997. Maintenance dredging presents a continuing impediment to safe navigation. It hinders access to Willamette River ports and impacts regional commerce.

The Willamette's navigation channel was last maintained by the Corps in the summer of 2011 when a small shoal was dredged in the channel at Post Office Bar, just south of its confluence with the Columbia River. This shoal had created a risk to navigation on the river. The project removed about 50,000 cubic yards of material, which was placed at the approved dredge disposal site, West Hayden Island. Aside from this one project, no other maintenance dredging has taken place in the Willamette River since 1997.

The permitting process required for each individual Willamette River dredging action ultimately determines the disposition of the dredged material, including its potential beneficial use as upland fill. As the non-federal sponsor of the Lower Willamette River Navigation Channel, the Port is obligated to provide the lands, easements, and rights-of-way for upland placement of dredged material.

Acting in its role as non-federal sponsor, the Port assists the Corps in disseminating information about the navigation channel and the handling and management of dredged materials by hosting this Web site. Information will be added to this site as the WRNC DMMP for the WRNC is planned.